

representing the braking force when the vehicle is braked, as a function of the one of the vehicle speed and the speed of the at least one vehicle wheel and as a function of at least two speed thresholds.

19. (New) The method according to claim 18, wherein the at least two speed thresholds includes a first speed threshold and a second speed threshold.

20. (New) The method according to claim 19, wherein the second speed threshold substantially corresponds to a speed below which the vehicle speed can not be measuring in accordance with a measuring method performed by the vehicle.

21. (New) The method according to claim 19, wherein the second speed threshold is between 1.5 km/h and 3.0 km/h.

22. (New) The method according to claim 19, further comprising the step of establishing the first speed threshold as a function of a vehicle driving situation.

23. (New) The method according to claim 19, further comprising the step of selecting the first speed threshold so that a vehicle engine is uncoupled.

24. (New) The method according to claim 19, wherein the first speed threshold is between 3.0 km/h and 6.0 km/h.

25. (New) The method according to claim 19, wherein the first speed threshold is between 4.0 km/h and 5.0 km/h.

26. (New) The method according to claim 19, further comprising the step of generating an average deceleration value from a difference between the first speed threshold and the second speed threshold and from a time period in which the vehicle speed has a value between the first speed threshold and the second speed threshold during braking.

27. (New) The method according to claim 26, further comprising the step of selecting a characteristic curve between a vehicle deceleration and the quantity

representing the braking force as a function of the average deceleration value and an average value of the quantity representing the braking force during the time period in which the vehicle speed has a value between the first speed threshold and the second speed threshold during braking.

β²
cont.
28. (New) The method according to claim 27, further comprising the steps of: determining, while the vehicle is traveling at a speed below the second speed threshold; an instantaneous vehicle deceleration from the quantity representing the braking force using the characteristic curve selected in the characteristic curve selecting step; and

determining a complete-stop instant of the vehicle and a complete-stop location of the vehicle in accordance with the instantaneous deceleration.

29. (New) The method according to claim 17, wherein the vehicle includes a hydraulic brake, the quantity representing the braking force including a braking pressure of the brake.

30. (New) The method according to claim 27, wherein the vehicle includes a hydraulic brake, the quantity representing the braking force including a braking pressure of the brake, the characteristic curve is selected in the characteristic curve selecting step between the vehicle deceleration and the braking pressure for a braking pressure up to 20 bar so that an inclination of a roadway on which the vehicle is braking is an arbitrary parameter of a family of characteristics between the vehicle deceleration and the braking pressure.

31. (New) The method according to claim 27, wherein the vehicle includes a hydraulic brake, the quantity representing the braking force including a braking pressure of the brake, the characteristic curve is selected in the characteristic curve selecting step between the vehicle deceleration and the braking pressure for a braking pressure up to 10 bar so that an inclination of a roadway on which the vehicle is braking is an arbitrary parameter of a family of characteristics between the vehicle deceleration and the braking pressure.